





## Today's Advertisements.

**NIPPON YUSEN KAISHA.**  
I HAVE This Day handed over the TEAM-  
PORARY CHARGE of the Company's  
Business at this Port to Mr. K. KOBATA,  
JIRO ITAMI,  
Manager.

Hongkong, 19th June, 1900. [784b]

**TO LET.**  
A FURNISHED ROOM on the LOWER  
LEVEL, WITH or WITHOUT BOARD.  
Apply to—  
Office of This Paper.

Hongkong, 19th June, 1900. [784b]

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR CEBU AND ILOILO.  
The Company's Steamship

"KWEIYANG,"  
Captain O'Brien, will be despatched as above  
on FRIDAY, the 23rd instant, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 19th June, 1900. [784b]

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR SHANGHAI.  
The Company's Steamship

"KANSHI,"  
Captain Somerville, will be despatched as above  
on SATURDAY, the 23rd instant, at 2 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 19th June, 1900. [784b]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.  
(Calling at TONGA, PORT DARWIN & QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"AUSPITALIAN,"  
Captain Helms, will be despatched as above  
on SATURDAY, the 23rd instant, at 5 P.M.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Chamber,  
which ensures the supply of Fresh Provisions,  
Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the  
Electric Light.  
A Stewardess and a duly qualified Surgeon  
are carried.  
N.B.—Return Tickets issued by this Company  
to and from AUSTRALIA, are available for  
return by the Steamers of the CHINA NAVIGATION  
COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 19th June, 1900. [784b]

**"BEN" LINE OF STEAMERS.**

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLOMOND,"  
FROM ANTWERP, LONDON AND  
STRAITS.

CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, whence and/or from the wharves  
delivery may be obtained.  
No Claims will be admitted after the 30th  
instant, or they will not be recognized.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 25th instant, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 19th June, 1900. [784b]

**Intimation.**

A. S. WATSON & Co.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841

CLARETS.

B. ST. ESTHER, Red Capsule, \$ 6.66 5 7.56  
C. ST. JULIEN, Red Capsule, 9.00 9.00  
D. LA ROSE, Red Capsule, 12.90 13.92  
CHATEAU HAUT BRION LAR.  
RIVET 18.60 19.20  
CHATEAU MOUTON D'ARMAIL.  
JACQ 21.00 22.20  
CHATEAU PONTET CARNET 25.00  
CHATEAU LA TOUR CARNET 30.00  
CHATEAU LAZAN 42.00  
CHATEAU LAFITTE 48.00

These CLARETS are bought direct  
from the leading French growers.  
The lowest priced are of exceptional  
value and guaranteed to be the  
genuine product of the juice of the  
grape, and are not artificially made  
as is generally the case with cheap  
Wines.

CHATEAU LA TOUR CARNET, CHATEAU LAZAN, CHATEAU LAFITTE  
are commended to the notice of Con-  
noisseurs, as high-class after-dinner  
Wines of a rich and rare character.  
Sample bottles and smaller quanti-  
ties will be supplied at proportionate  
wholesale rates.

We guarantee our Wines and Spirits  
to be genuine only when bought  
direct from us in the Colony or from  
our authorised Agents at the Coast  
Ports.

A. S. WATSON & CO., LIMITED.

## The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 19, 1900.

### NOTES AND COMMENTS.

#### The Trouble in the North.

The telegram which we received from Shanghai yesterday evening just as we were going to press is important, but announces only what was to be expected. It of course shows that the Chinese troops have either joined the Boxers or have received definite orders from Peking to oppose the landing of any foreign force and to generally make things lively. That they have done so by turning the guns of the Taku Forts upon the allied fleets there can be no doubt and, as was only to be expected, they have been punished for their temerity by the destruction of the forts and the slaughter of many of the gunners. Up to the time of writing we have been unable to obtain any list of killed and wounded, though doubtless our Shanghai Correspondent will send us a wire so soon as definite news is received. As for our Tientsin Correspondent, we must give up all hope of further news from him for the present, for telegraphic communication is interrupted. The Naval Authorities are apparently in the same plight as ourselves, for they have had no news from the North whatever.

As will be seen from the Shanghai telegram which we publish this evening, the Chinese are apparently determined to cut off all communication with the south by wire, for nothing has been allowed to get through, and the Manager of the Joint Telegraph Companies informs us that the wires have been cut so that communication with both Tientsin and Newchwang is impossible. This will mean that we shall have to wait until news is carried to Chefoo and wired down from thence, which will take time.

It seems to be generally conceded that the situation is much graver than was at first anticipated. The Chinese army is, with or without the authority of the Empress Dowager, against the foreigners, the British Admiral, with the Peking Relief Column, is cut off from all communication with his base and the outlook for the safety of the foreigners in Peking grows blacker than ever. We trust that they will be able to hold out until relief arrives, but such a small body of men opposed by the whole of the Chinese army in the capital can hardly expect to hold its own. The isolated missionaries, scattered throughout north China, must also be in the very extremity of danger and we fear greatly for them. It is indeed sad to think that they have been placed in this peril by the want of firmness of the Powers in dealing with China. Had force instead of diplomacy been used earlier, matters would never have reached their present grave state.

### TELEGRAMS.

Special to the "Hongkong Telegraph."

#### SPECIAL TELEGRAM.

#### THE TROUBLE IN THE NORTH.

#### NO NEWS OF PEKING OR TIENTSIN.

#### THE SHANGHAI TAOTAI'S ASSURANCES.

(From our own Correspondent.)

SHANGHAI, June 19th.

3.21 p.m.

No authentic news has been received to-day from either Peking or Tientsin.

The Shanghai Taotai has assured the British Consul General that the troubles in the north need not affect friendly relations here, and that he will cooperate with the British Authorities to preserve order and protect trade.

Received 4.5 p.m.

Published 5.30 p.m.

#### MORE TELEGRAPH WIRES OUT.

NEWCHANG AND TIENTSIN CUT OFF.

The Manager of the Joint Telegraph Companies courteously writes us as follows:—

"We are informed that the telegraph line between Newchwang and Tientsin has been cut near Taku. There is now no direct telegraphic communication with Tientsin and Taku."

#### REUTER'S TELEGRAMS.

#### THE WAR.

#### DISTRICTS QUIETING DOWN.

#### ATTACK ON FICKSBURG REPULSED.

#### DISBANDING THE NATAL VOLUNTEERS.

LONDON, June 17th.

General Baden-Powell has occupied Rustenburg. Heidelberg will shortly also be occupied, when the Orange River Colony will be completely cut off from the Transvaal.

General Baden-Powell reports that the districts through which he has passed are settling down, and, over a thousand stands of arms have been surrendered.

The Boers attacked Ficksburg on the 14th inst., but were repulsed by the Artillery.

General Buller is disbanding the Natal Volunteers.

## THE SITUATION IN CHINA.

### FRENCH TROOPS FROM TONKING.

### FRENCH CRUISERS.

### TROOPS FROM FRANCE.

Washington advises that the Boxers entered Peking on the 15th inst., destroyed several Missions, and attacked the legations, from which they were repulsed by Maxim.

French troops from Tonking are due at Taku on the 25th inst., and from France on the 3rd prox. Four French cruisers have been ordered to re-inforce the squadron in the Far East.

### WEATHER REPORT.

The Observatory report says:—

On the 19th at 12.5 p.m. the barometer has risen in S. China and Formosa, and remains low in Luzon. The low pressure trough seems to lie across the China Sea in about 16° Lat., and to extend over N. Luzon into the Pacific.

High pressure covers the N.E. coast of China and the Sea of Japan. Gradients moderate to slight with decreasing N.E. winds off the China coast. Strong S.W. winds in the South and middle of the China Sea. FORECAST:—Moderate N.E. winds; fair.

### LOCAL AND GENERAL.

It is said that H.M.S. *Undaunted's* destination is Wessing.

It is stated that Mr. Steyn, in his flight from Bloemfontein, took with him some £180,000 from the Treasury.

A WANDERING star is reported as being seen above Java and is causing both Chinese and Javanese much anxiety.

Sir George White is due to leave England after a short holiday there on the 31st July. He is to take up command at Gibraltar.

After handing over the German Ulbricht to the Authorities at Shanghai where he was wanted for embezzlement, Detective Grant has returned to the Colony.

The Chinese at Suwaning are reported to have given up costly displays at marriages and funerals, and they confine their expenses to only necessary outlays.

FOOTNOTES despatched two telegrams, one to the Queen, and the other to Lord Robert's, on the latter's occupation of Pretoria. Her Majesty replied to the telegram in feeling terms.

H.M.S. *Bonaventure* arrived from Manila this morning, having encountered very rough weather during the first part of the voyage. A roll of no less than forty degrees is said to have been registered. She is now coaling and taking in stores and will await orders here.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge, with thanks, the following donation to the funds of the Hospitals:—

Dr. Kieloff £20

Ho Lai Shi 20

Mr. Vesuvius is in eruption. One day last month four Englishmen, disregarding the warning of their guide, ventured too near the crater and were injured by the overflowing lava. They are all four now in hospital. Their condition is pronounced critical.

A MEETING of the Sanitary Board will be held on Thursday, 21st June, at 4.15 p.m.

ORDERS OF THE DAY.

1. Reply relative to an Assistant Medical Officer of Health.

2. International Sanitary Convention.

3. Reply in connection with Chinese Cemeteries.

4. The Medical Officer of Health, pursuant to notice, will move:—

"That the Board recommend the Government to extend the provisions of 'The European District Reservation Ordinance' No. 16 of 1885, to that portion of the Kowloon Peninsula which lies to the South of Austin Road."

AGENDA.

1. The re-housing question.

2. Correspondence re existence of rabies at Nagasaki, Yokohama, Kobe, Osaka, and Moji.

3. Prevalence of Plague in Amoy.

4. Statements showing Plague cases and deaths in the Bombay Presidency from September 1896 to week ending May 11th, 1900.

5. Plague in Bombay City.

6. Foreignly line-vesting return.

7. Mortality Returns from Macao for the weeks ended 20th and 29th May, 3rd and 10th June, 1900.

8. Mortality Statistics for this Colony for the weeks ended 2nd and 9th June, 1900.

9. Ten applications for licences to keep swine.

AN editorial note in the *Shanghai Recorder* says:—

"When the student of Chinese comes to a particularly difficult phrase or words, either in his own language or in Chinese, it is a good plan to give it no rest until some way has been found of transferring the idea. One of the toughest of the many knots perpetually presenting themselves to those who have occasion accurately to render English terms into Chinese, is the group of words 'condition,' 'on condition that,' 'conditionally,' etc. When we meet them generally, look them squarely in the face and then 'go around them,' rightly judging that they simply cannot be transferred into Chinese (although they can be)."

This was the experience of an officer in the British Consular service. Having to conduct some delicate negotiations, in the course of which it was found (or imagined) that the high Chinese official concerned was likely to be influenced by the almost unceasing stream of telegrams dealing the successes of the Boers, on receipt of an important message giving a different turn to South Africa events it seemed desirable to let the Chinese know that General Cronje had 'surrendered unconditionally.' In order to avoid the embarrassment of turning this into Chinese, the telegram was shown to the official interpreter (a graduate of the Tung Wen Kuan in Peking) with a request to pass it on in Chinese, which he did. The next day he was asked how he had rendered the word 'unconditionally,' and the British officer was greatly edified to learn that the Great Man had been told that General Cronje had surrendered 'wa yuen, wa ti'—in other words, 'for no reason whatever!'

All the schuttery in Java are to be trained to become efficient marksmen, and every foreign European, of every nationality, will be compelled to serve, unless excepted under the regulations.

There is a rumour in the colony to the effect that the P.W.D. are about to lose the services of Mr. J. R. Crook, who has been appointed Colonial Engineer at Malta. He is supposed to leave here about the end of July or the beginning of August. We congratulate Mr. Crook on his promotion, as it means to him a substantial advance both in responsibility and salary.

A RAT by some means became shut up with a statue of Her Majesty the Queen prior to shipment to Ballarat in Australia, and when the marble effigy was placed in position, and the casing removed, the other day, the rat was discovered together with six young ones. Some caraway seeds, which had found their way through the joints of the timber on shipboard, seem to have enabled the vermin to live.

The Queen has presented each of the gentlemen of St. Patrick's Cathedral choir who took part in the services at the Viceregal Lodge, Dublin, during her recent visit, with a handsome pocket-book, bound in crocodile leather, and with corners and clasp of solid silver. On the side of each book is the royal monogram, "V.R.I.," exquisitely chased in silver. A silver pencil case accompanied each of the books.

### THE TROUBLE IN THE NORTH.

Various rumours about the casualties at the capture of the Taku forts have been in circulation to-day, one being to the effect that Rear Admiral Bruce has been wounded. As our Shanghai Correspondent states that no authentic news has arrived from the north, we place no value upon these reports.

We learn that a telegram has been received from Canton to the effect that the Viceroy Li Hung Chang has been suddenly ordered north and leaves Canton to-morrow. As northern papers state that it was probable that Li would be presumed that he is to assume charge of that province and try his hand at dealing with the Boxers.

Canton was perfectly quiet this morning with no signs of any disturbance brewing, still a good deal of anxiety is felt by the residents of the Shamen and they are prepared to defend themselves in the event of a rising.

TIENTSIN.

(From our own Correspondent.)

Undated.

According to the present situation we may expect war to be declared in a few days. All railway communication with Peking has been stopped for four days now. An ultimatum has been sent in by the Powers, and the railway will be promptly taken over by the Powers. The Chinese Government have issued the following Edict which you will see is really the most defiant they have issued, as it virtually places Boxers and converts on the same equality, and gives direct protection to the Boxers.

Gen Nien is supposed to have made some stand against the Boxers, who were burning the line here, and evidently had some sort of encounter as some of his men passed through here wounded. But he has been ordered back to Lutai, and the Chihli forces are strongly condemned for not discriminating and for having attacked "good subjects."

The Viceroy here has also been denounced, he seems panic struck and has evaded a responsibility. Tientsin is full of foreign troops, stretchers are being made, provisions laid in, and every preparation made for a campaign which seems inevitable now. The first work will be of course the subjugation of the Taku Forts. This will have to be done from the rear, as none of our vessels with big guns can be got within 12 miles on account of low water.

Pury Chow was burnt yesterday, but the American guard in the capital, Paoingfong, was also reported burning and there are 11 foreigners shut up there, but nothing can be learnt as to their fate. Yang tsun bridge and station was also burning last evening. That is only two stations from here. There is some hope the rioters may come this way to-day. We all desire they should. Some action by the Powers must be taken within 24 hours.

I will try and get some sort of wire through to you this morning, but unless the line is working properly it does not seem any use, and you will probably get all news from Shanghai much quicker. Will send news by post when possible. The line to Taku will be secured I think. Of course telegraph service at any moment may be cut up.

10TH OF 5TH MOON (WEDNESDAY).

Various religions have been promulgated in China for many years. The object of the Missionaries is to urge the people to be good, and the native converts did not formerly make trouble. At the first the people and the converts lived quietly and each followed his own belief. Lately in various provinces the Churches have sprung up like weeds and the converts are very numerous. It happens that reckless fellows have mingled with them and the Missionaries cannot discriminate between good and bad, so the said riffians under pretence of joining the religion oppress the people and threaten the villages. We believe this is contrary to Missionary desires.

The I Ho Boxing Society was prohibited in the reign of Chia Ching. The object of the Society was for the protection of themselves and villages they really have created disturbance, so we have repeatedly issued Edicts to the local authorities ordering them to suppress them properly, not to be guided by their belonging to a society or otherwise, but only to take heed whether they are riffians or not. If they create disturbance they ought to be punished severely.

Thus we regard the converts and Boxers all as our subjects and treat them with the same fatherly kindness. No distinction has been drawn between the converts and the Boxers. If there are law suits between the converts and the people we have already authorized the officials to settle the cases justly. Lately the local officials are accustomed to heedlessly neglect their duty. They have not taken sufficient care in dealing with these cases, and mutual animosity and hatred has sprung up between the converts and people. It happens the Boxers subjects pretend to act against the converts and organize the Chuan Society, moreover there are traitorous people and Secret Society riffians who attach themselves to them, and they create disturbance, pull down and burn the railways, and churches. But the people who have property of the Government, and the churches are built by the Missionaries and converts. How can this property be suffered to be destroyed? In this respect the above mentioned Chuan are making trouble with the Government, and this is undesirable. Yesterday

we appointed Chao-shu-chiao, Member of the Grand Council, to notify the Chuan subjects that they ought to obey the notifications issued, and disperse and attend to their own business.

If there are traitors and Secret Society riffians who raise agitation and hope to disturb the peace of the country, let the said Chuan hand over the leaders (of the said traitors) and we will punish them according to our law. If they adhere to their foolish way and do not show their appreciation of this we shall regard them as rebels. Once they have been quelled by the great forces (Government soldiers) they will be separated from their relatives and their families ruined, and they will earn for themselves the name of being disloyal and unfilial. Then repentance will be too late. We are very sorry for our subjects in such case.

After the publication of this Edict if they still do not repent, let Jung Lu, the Grand Secretary, authorize Tung-fu-shing, Sung Ching, Ma, Yu-kun, and etc. in command of their respective troops to actually exterminate and arrest them, but still paying due regard between the leaders and the followers, to punish the former and disperse the latter. (This is tantamount to a prohibition to fire on any mob.) The detachments of troops already sent out, have been for the protection of the people. We hear the troops sent from Chihli Province are not only unable to protect the people and suppress the trouble, but have themselves caused trouble. Let Yu Lu, the Viceroy of Chihli, strictly investigate this matter, also let Jung Lu enquire into this matter, if there are really such incapable commanders that they cannot control their soldiers, and deal with them in accordance with military law and let no leniency be shown them. Let this be widely published, and let all people take note.

THE MURDERERS OF THE JAPANESE CHANCELLOR.

TIENTSIN, June 14th, 1.05 p.m.

There is no doubt whatever that Mr. Sugiyama, Chancellor of the Japanese Legation, was murdered by the troops of General Tung-fu-shiang and not by the Boxers.

THE WESTERN HILLS AFFAIR.

TIENTSIN, June 14th, 9.15 p.m.

The reported murder of a Foreign Minister is incorrect, no legation has been burnt, but the summer retreats of the Ministers, Customs Officials and Missions at the Western Hills have all been destroyed, though it is hoped without loss of life. There is some doubt upon the latter point, however.

SIGNIFICANT MANCHU APPOINTMENTS.

THE HEAD OF THE BOXERS AS PRESIDENT OF THE TSUNG-LI YAMEN.

TIENTSIN, June 14th.

Prince Ching and Liao Shou-heng having resigned, an Edict has been issued by the Empress Dowager appointing Prince Tuan, (father of Her Apparent) President of the Yamen. Three other conservative Manchus Li Liang, Chi Hui and Na Tong have also been appointed Ministers of the Yamen.

It is stated that Li Hung-chang would have been appointed to the Chihli Viceroyalty only that he had advised the suppression of the 1-10-Chuan. For this reason the post has been conferred upon Li Ping-heng.

THE MINISTERS PROTEST AGAINST PRINCE TUAN'S APPOINTMENT.

TIENTSIN, June 15th, 10.30 a.m.

It is reported that the Foreign Ministers have signified their strong disapproval of the appointment of Prince Tuan to the Tsung-li Yamen, and he will not take it up.

AN ALARMING VIEW.

Rev. Dr. J. A. Hykes, Agent of the American Bible Society here, has received the following telegram from his agent at Tientsin:—

"7,000 troops of the Russian Army have arrived here and are acting in conjunction with the French Army. The Anglo-Saxons are working together. Peking is still unrelieved. The allied troops are reported to be at Lang-fang railway station and will have great difficulty in going forward. A great portion of the track is destroyed. They will shortly meet with the Chinese Army. We expect that war will soon be declared."

RUSSIAN REINFORCEMENTS.

TIENTSIN, June 13th, 4.50 p.m.

1,100 more Russians have arrived, and there are coming.

REPAIRS TO THE RAILWAY.

The working party upon the line progress at the rate of only two hundred yards daily. The Americans and British only are engaged in the work of repair.

FRANCE AND RUSSIA.

France and Russia are stated to be in agreement, but their course of action is uncertain. S. D. Press.

TIENTSIN ADVICES.

NO NEWS FROM REPAIRING PARTY.

TIENTSIN, June 14th, 6.51 p.m.

There is no news to-day from the party up the line.

CONCENTRATION OF CHINESE TROOPS.

Generals Tung and Ma are concentrating their troops at Fengtai.

GENERAL NICH DEGRADED.

It is reported here that General Nich has been degraded.

BOXERS DRILLING AT TIENTSIN.

Parties of Boxers are openly drilling in Tientsin City.

RUSSIAN REINFORCEMENTS.

The Russians have brought here four big guns, a hundred horses together with wagons and stores. Several hundred more men have arrived to-day, and it is expected that the whole force will shortly march on Peking.

A BRITISH SEARCHLIGHT.

The British have brought up a dynamo and searchlight.

TROUBLE ON THE RAILWAY.

Some French sailors took forcible possession of a locomotive, but the Consul protested, and the ordinary control of the railway has been resumed. Mercury.



## LEGAL INTELLIGENCE.

## SUPREME COURT.

## CRIMINAL SESSIONS.

(Before Sir John Carrington, Kt., C.M.G., Chief Justice.)

June 19th.

The case of armed robbery at Kowloon Bay was continued to-day when Wong Kwai Yung, Yat, Wong Lam, Wong Tak, Lo Keng, Kq I, Wong Sang, Kwai Yung, and Chau Lit were charged with (1) robbery being armed; (2) receiving stolen goods.

The jurors were Messrs. H. M. Basto, F. E. C. George, A. C. More, C. G. Engel, C. H. Blane, S. H. Mitchell, and W. E. Rose.

Police Sergeant James Carr said:—On 18th May I was on duty in No. 1 Police Launch in Kowloon Bay, stationed a little west of the Channel Rocks, about 11 p.m. I was lying asleep on the deck when the launch was called to attention by a shouting taking place. I myself saw flashes and heard reports of fire-arms from the direction of 'Tai Ping Tong.' I was about 1,000 yards away from the scene. I lowered my boat and went ashore with an armed party. I left the Chinese coxswain in charge of the launch. The night was clear but dark. I went over two of the junks in question. The people on the junks reported to my Chinese constables about some robbery. I went ashore towards the direction I was told the robbers had gone. I then went to the Kowloon City Police Station and reported the matter to Inspector Gault. The boat had been left to patrol the Bay. Inspector Gault, Sergeant Gourley and some Chinese detectives then went with me in No. 1 launch to Kwai Wan. We searched that village, which is considered a rowdy place, the haunt of robbers. While the Inspector and I were in a house we heard a police whistle blow. We went in the direction from which the sound came, and saw the third defendant run away. I chased him and he fell over a heap of bricks. I arrested him and took him back to where Sergeant Gourley was.

By the third defendant. Are you certain I was running, was I not returning home? Witness.—I am certain you were running. Prisoner.—When you searched me did you find anything on me?

Witness. Yes. By his Lordship. How many flashes did you see? Witness. About 10 or 20.

Police Sergeant Gourley said:—I accompanied Inspector Gault and some Chinese detectives at about 2.30 on the morning of the 19th May to Kwai Wan. When we arrived at the village I took with me a Chinese detective and one of the junk masters. We entered a house without a number. I had at one time been inhibited, but it is now in a very dilapidated condition. I met the third defendant at the doorway and saw first and second lying on two boards arranged like a bed. They had no jackets on. The first defendant put his feet over the front of the bed, the second sat up. I told them in Chinese to get up, which they did. I searched the first defendant's purse and found in it a hair dress which I now identify. I showed it to the complainant Chow Shik. I also found eleven silver buttons in the purse. The prisoner pushed me away and tried to get to the door. I prevented him and he then struck me with his clenched fist. I threw him to the ground and got on top of him. He tried to get hold of me and tore my trousers. I managed eventually to overpower him. I found the sums of money and jewellery produced in the purses of Nos. 1, 2, 3, 4, 5, 6, 7, 8. No. 6 on being searched had an empty cartridge, which I now identify, in his purse. The first three prisoners were then taken to the launch. I then followed Inspector Gault to No. 18 house, arrested the fourth prisoner who took me to No. 97, an unfurnished house. When we entered the house I heard a noise as of silver bangles falling on the floor. I mentioned this to the Inspector and the latter found the articles produced near the wall. I went upstairs and found the seven remaining prisoners there. All the exhibits produced were found there.

Questioned by the first prisoner. Do you want His Lordship to believe that I would have the courage to assault you as you say I did?—Yes.

Did you not tear your trousers when following me down? No.

By His Lordship.—There were no other persons in the houses where prisoners were found. The fourth prisoner is the only one known in this village. The others are not known. I found this out from inquiries which I made.

Chinese Constable 155 was then called, and stated. On the morning of May 18th, about 3.30, I reached Kwai Wan and proceeded with Inspector Gault to house No. 18. I saw the fourth prisoner lying on a bed. He was the only person in the house. I approached him and saw a rice jar inside his bed. I examined it and found two pairs of trousers and some rice in it. I identify the trousers produced. Underneath the rice I found one pair of coco-nut and three jade-stone bangles. The fourth prisoner did not try to account for his possession of them but asked me to go with him to see his friends. He took me to No. 97 house where the other seven prisoners were. In a bundle of clothing found there was a jacket which was quite wet. A blanket lying on the ground I now identify as the one produced in Court. It was I who picked up the bangles which we heard drop on the floor when we entered the house. Inspector Gault and I went in charge of the launch to Police Station at Tsing Tsai. In consequence of a report from Sgt. Carr, at about 2.30 on the 19th May, I went in a police launch with Sergeant Gourley, Sergeant Carr and a party of police to Kwai Wan to search for suspected robbers. Shortly after we arrived we heard a police whistle. I saw the first prisoner and Sergeant Gourley struggling at No. 18 house. I saw the first three prisoners arrested. I saw the Chinese Police Constable search the rice jar and find the articles produced. I found articles of clothing lying outside the door. The fourth prisoner was arrested. We went with him to No. 97 house where the remaining seven prisoners were. We found a large bundle of clothing lying under a fishing net. There was nothing else in the place except two mosquito nets and two mats. I know this place, from the year 1898 and up to about two months ago it was used as a blacksmith's shop. I identify the different exhibits as being part of the bundle of clothing found under the fishing net. We took this property and prisoners to the police station. On the afternoon of that day I went to Boat Number 5128. I saw fresh blood marks in the boards and the deck. One of the men drew my attention to two bullets and an empty cartridge still lying in the boat. I picked them up and I identify them as those produced. On boat number 5307 I took a bullet from the stair leading down to the cabin and another one from the deck. I identify them also. In addition to the clothing identified there was a large quantity of good clothing for which no owner can be found.

By His Lordship.—I was present at all the identifications of the prisoners.

This ended the case for the prosecution. His Lordship asked the jury if they would rather go on with the case or take the adjournment.

The Foreman declaring that the jury desired to go on with the case His Lordship summed up briefly. He directed the jury to consider the first Count, as there was not the slightest doubt that all the prisoners were guilty of the second.

Dealing with the first Count, he pointed out with regard to the law on the point that possession of stolen property, which had only been stolen within two or three hours, was presumptive of the theory that the people in possession of it had been the thieves or robbers. His Lordship reviewed the evidence, of identification both of the prisoners and the recovered property, of the prisoners being armed, and using their weapons.

The jury having retired for five minutes re-entered the jury box, and in answer to the Clerk of the Court the foreman announced a verdict of guilty on each count against all the prisoners.

His Lordship in sentencing the prisoners said:—It is the duty of Courts of law to try to put a stop to these numerous cases of armed robberies committed by armed ruffians such as you are. It seems to me that large numbers of your class come down from the mainland to commit these robberies, and as they are caught they will be punished by long terms of imprisonment and floggings. The jury have found you all guilty of both charges and I entirely agree with their verdict. I can see no grounds for considering the case of each one of you. The sentence of the court is that you each be imprisoned with hard labour for seven years, and within one week from this date receive each a flogging of twenty strokes with the birch.

Before the Court rose His Lordship called Inspector Gault to the front and said: "Inspector Gault, I cannot allow this case to close without complimenting you on the energy and diligence shown by you and the police employed under you in the capture of this gang of pirates. If all the police were to work as you have done we would not have so many cases of this nature."

## THE PLAQUE.

Cases reported to 18th instant ..... 629  
Do. do. during past 24 hours ..... 8

Total ..... 637

Deaths reported to 18th instant ..... 567  
Do. do. during past 24 hours ..... 10

Total ..... 577

## THE FUTURE OF CHINA.

SIR THOMAS JACKSON'S OPINION.

Sir Thomas Jackson, Chief Manager of the Hongkong and Shanghai Banking Corporation, was recently entertained at dinner at Delmonico's, New York, by the American Asiatic Association. In responding to the toast of his health, Sir Thomas Jackson made some interesting remarks on the future of China. Reported by a New York paper he said:

"China is a marvellous country. Its population is a fourth of the globe. Its men are equal to any climate. They can work as well with the temperature below zero as they can when it is a hundred in the shade. Surely a nation of this kind cannot be stamped out in a hurry. We hear a great deal about the break-up of China. I can equally say that it is described as a bit of earthquake, but, considering the many centuries that the nation has gone on, it does not require much faith on our part to think that it will go on longer. I rejoice in the prosperity that has come over America. I can equally say that 1899 was one of the most prosperous years China has ever had. That means that there is no very great possibility of a break-up of China imminent."

"Lord Charles Berosford, I think, made a great mistake when he entitled his book 'The Break Up of China.' I think we are on the eve of a great development in that country. All that it needs is that it shall be intersected with railroads and its waterways opened up. Then it will show a development that will astonish the nation. China is a country to which railroads are particularly applicable. A great portion of it is very flat, all of it is densely populated. The traffic is waiting for the railroads. China has great waterways. It is intersected by canals, but, unfortunately, these canals have been allowed to get into disrepair. Of roads there are none; those which exist are half dry through the name of roads. Therefore, the way is open for the iron roads, and of all the countries on the face of the earth showing a good field for railway enterprise China is the best."

"When Lord Charles Berosford addressed you here some time ago he spoke to you about the open door. Well, the principles that he then advocated have since been adopted by the United States as well as by Great Britain. Secretary Hay deserves the thanks of the trading communities of the East for the action he recently took. Secretary Hay's position is the right one. He wants nothing for America that he does not want with all nations trading with China. That is Great Britain's attitude also. It is one that will last. All ideas of special advantages and special privileges in trading with China will, I believe, disappear like mist before the rising sun."

"In thinking of China's future, I take a very different view to those who speak of this break-up. As I have said, it is on the eve of a great development. The Chinese Government has been most liberal in granting concessions for railroads and mining rights. I regret to say that the concessionaires have not been quite so equal to the opportunities which have been offered to them. They have jumped over each other to get concessions, but have run behind in carrying them out. If we have railroads and waterways opened up, with a proper fiscal administration, I really fail to see bounds upon the magnitude of China's trade."

"No nation can be in the front ranks of commerce by selling merely raw materials. It must be the product of mind and brains that will sell. This is a wide, wide scheme for the future. It is the coming struggle of commerce. I believe that dynamic and religious wars will come to an end. People must be fed, markets must be kept open and in this connection can anything be more laudable and in keeping with the common interests of the United States and Great Britain than that we should stand shoulder to shoulder and keep the markets of the world open to us?"

"Every treaty to be lasting must be equitable. This is a question, in which there can be no distinction, no separate interests between the United States and Great Britain. I sincerely hope that in all future discussions which may arise we will be together in this matter. I equally hope that the might of the two nations will never be exercised except in the cause of right. Might without right would be a curse to civilisation, but right with might, properly exercised, must be a blessing to all mankind."

## MR. DRUMMOND ON THE SITUATION.

BRITISH NEGLECT OF THE YANGTZE VALLEY.

To the Editor of the North-China Daily News.

Sir,—Although official statements have been frequently made in Parliament quite recently on behalf of the Government, that ample measures were being taken for the protection of British interests in China, the utterly unprotected state of the enormous British interests, both at Shanghai and on the Yangtze river, is a very grave national scandal, and is likely to lead to most serious emergencies that might have been prevented by proper precaution. There ought to be at all times of the year at least one cruiser of the *Bonaventure* class cruising between Chinkiang and Hankow, and the presence of such a ship would be a strong deterrent of riotous outbreaks, and a very moderate premium to pay for the security of British lives and interests at the river ports. Notwithstanding the plain warnings that have been given since the beginning of this year as to the approaching crisis in China, there is at the present moment when the crisis has begun, not one British ship of any size or strength on the Yangtze. The only British ships now on the river are the *Woodcock*, *Wardlaw*, *Snipe*, and *Esk*, all of these being diminutive gunboats, and far too small to have any deterrent effect. Here at Shanghai, where there ought always to be a vessel of the *Bonaventure* or *Hermione* class, there will probably be for some days no vessel at all, when the *Hermione* leaves for Wei-hai-wei on Tuesday next, and then her place will be taken by the *Linnet*, a small and ancient gun-vessel, with a speed of about 7 knots only. The *Essex* may also be here, as she is on her way down from Hankow, but she is only a very small gunboat, and requires about eight days to make the voyage from Hankow to Shanghai, her power, as a protector of British interests, is extremely small.

The outbreak in the north of China will of course be followed by similar events in the South, and the Yangtze provinces have been ripe for revolt for a long time past. As British interests so greatly predominate in the Yangtze provinces, and as they are supposed to be politically enmeshed within the British sphere of influence, and as such plain warnings have been given as to their dangerous condition, it might have been expected that reasonable precautions would have been taken to be prepared for emergencies, yet, as a fact, it is hardly possible for such a vast territory to be more utterly unprotected than they now are. Russian men-of-war have recently arrived here from Port Arthur. There are Russian interests of some importance at Hankow, and in the event of any disturbance at that port they will probably proceed there, and it is quite possible that they may not wait for disturbances to begin, but may go as a precautionary measure, and as we have no ships sufficient to protect foreign interests, it would be a perfectly reasonable course to adopt. But what a frightful humiliation it will be if British interests on the Yangtze have to look to Russian ships for protection.

The Viceroy on the Yangtze, who ought to have had the strongest moral support from the British Government for years past, as well as the certainty of material support from a very powerful ship always close at hand, have been utterly neglected, and the crisis which has been so plainly and rapidly approaching finds the British Government just as completely unprepared for protecting British interests in China as it was last October in regard to British interests in South Africa; and just as ignorant of the real political position of affairs in this country as it was in regard to those in South Africa.

The absence of reasonable and due precaution in morally certain to lead to the occurrence of immensely difficult and dangerous emergencies, which might have been entirely prevented, and which will give rise to another tremendous strain upon the resources of the Empire.

I am, etc., W. V. DRUMMOND.

June 10th, 1900.

## HANKOW.

June 8th.

THE KIDNAPING MANIA is evidently regarded as serious by the high authorities at last. Yesterday a large proclamation under the joint names of the Viceroy and Governor was posted, which reads as follows:—

"Whereas kidnapping is exceedingly rife in Hankow, Hanyang, and neighbourhood, and the magistrates of Hsiakouting and Hanyang-hsing, having seized a couple of criminals, who on investigation proved to be kidnappers, sentenced them to the penalties prescribed by law and handed over the children to their parents; We learn that, taking advantage of this, certain lawless vagabonds are spreading rumours to the effect that children are being stolen, in order to be sold to the foreigners on the railway—a wicked fabrication which fills us with astonishment, and which is manifestly spread by the villains with a view of creating disturbances. You must know that the railway is being built by Imperial authorisation with the object of conveniencing the State and benefitting the people, and each section is under the superintendence of specially appointed civil and military officers at all times. Besides, the criminals in their evidence clearly state that this matter has nothing to do with foreigners. How then can such vagabonds be thus permitted to excite the simple people? In addition to issuing orders to local civil and military authorities to strictly seize all kidnappers, and those who fabricate these false rumours, in order that they may be punished according to law, we issue this proclamation that you, the soldiers and people, may all clearly know that whenever a kidnapper is caught he must be handed over to the magistrate for trial and punishment, and that you are not at liberty to practise such wickedness. If any person is guilty of lawless vagabondage who fails to try to implicate the railway, a reward is offered for their apprehension—they will be punished without mercy. Tremble and obey this special proclamation." In addition to this the Hsiakouting has another proclamation out, offering rewards of twenty taels for every kidnapper or rumour-monger apprehended.

THE GENTLE ART (F. R. WIDYNSKI). If all this is genuine business the trouble is now over. It was high time a stop should have been put to the further education of our rowdy population in the gentle art of mob murder; there were at least eight cases in half as many days. Generally, when a man is killed in this way, the officials make considerable stir about it, but in none of these cases did they take any notice. Further, the boxers were reported as practising military gymnastics on the Yangtze river, and no notice was taken of that either. Probably fresh instructions have now reached them. One wonders how much longer it will take our Ministers to discover that, if this war is to be finished, they must aim at Peking, which in this case means the Empress Dowager and her Government. Would that a Boxer would throw a brick or two at the sacred head of a Minister!—N. C. D. News Cor.

## WAB MATERIAL FOR THE CHINESE.

We learn that a considerable quantity of war material, guns, small arms and ammunition has lately been shipped up North for the use of the Chinese troops and their Boxer allies. To-day the China Merchant steamer *Kwangchi* was loading such cargo in the river here, for Tongku. The question arises whether this sort of thing should be allowed by the Government, and this with reference to the foreign powers, and that such arms and ammunition are intended to be used against all foreign troops and in a general massacre of foreigners.—*China Gazette*, June 14th.

## GENERAL NIEH AND THE BOXERS.

We translate below a native official dispatch received here from Tientsin giving details of the recent fight (5th inst.) between General Nieh's Chihli troops at the Iho Ch'uan at Lofa, one of which has already been made in this column:—General Nieh and his troops arrived at Lofa by train on the morning of the 5th inst., and seeing a numerous body of armed men holding the line blocking further progress, General Nieh ordered the mob to disperse, and then this with the exception of the Shanghai stands in with relation to the foreign powers, and that such arms and ammunition are intended to be used against all foreign troops and in a general massacre of foreigners.—*China Gazette*, June 14th.

Three were soldiers now fell, and the troops being now thoroughly roused pursued the mob into the villages killing and burning without mercy. The result was that four villages were burnt and destroyed and 480 villagers killed. The soldiers lost 12 men and a captain. Killed nearly 48 hours, until the decree censuring General Nieh and ordering him to Lutai, near Kaiping, became known and the Iho Ch'uan once more rallied, this time with no one to say them nay any more.—N. C. D. News Cor.

## NEWS FROM THE NORTH.

(From Shanghai Papers.)

H.M.S. *Hermione* is to remain at Wosung for the present.

Up to the 14th inst. 6,300 Russian troops had been despatched to Tientsin and Peking.

All is reported quiet at Ch'efoo, and no apprehensions of disturbance are entertained there.

It is rumoured that Boxer emissaries are very active in Nanking just now, preaching their propaganda to the riffraff of the City.

Native reports are current to the effect that Sir Robert Hart has telegraphed to all the Provincial Viceroys and Governors, urging them to suppress the Boxers.

The Viceroy Liu Kum-yih having instructed the Shanghai Taotai to withdraw his opposition to the running of the C.N. str. *Honghai*, between Shanghai and Tientsin, clearance papers were ordered to be issued at the Custom House on 14th inst. There will now be a nice little bill for the Chinese to pay on account of her detention.

A report was current in the Settlement on 14th that there had been some trouble at Soochow in which some steam launches were damaged. It is understood, however, that the rumours had reference to an incident at Yangchow on the Grand Canal, in which three steam launches were more or less damaged. These launches ply in the name of an American citizen who resides at Chinkiang.

On the 14th instant Mr. J. Moore, acting under instructions, offered for sale at Nanking Road Jetty, Shanghai, the famous houseboat *Persuader*, the property of the late Inspector Joseph Reed. The boat, probably the best of its kind in China, was built by Mr. Reed and consisted of solid teak with fittings of the most excellent character. There a large attendance and in the end the boat was knocked down to Mr. Ambrose for £14,400. An oil launch was sold at the same time to Chinese for £15,500 and an open boat, also built by the late Mr. Reed was sold to Mr. J. E. Cooke for £13,390.

When the s.s. *Anping* left Taku there were between 50 and 60 foreign men-of-war around Taku and in the neighbourhood. The tug and lighter *Cos* outer cooler hulk had been removed. Marines and sailors were being constantly landed in small batches from all the warships, but little or nothing was to be seen of Taku of what was transpiring at Tientsin or Peking. The *Anping* brought down to Shanghai an immense number of Chinese passengers of the better class, with their wives and families flying from the troublous times in the north. Only one foreigner came down by her.

The statements that have appeared in some of our contemporaries as to a Russian steamer taking troops to Hankow are entirely misleading, says the *N. C. D. News*. The steamer in question, the *Orel*, of the Russian Volunteer fleet, has gone up to Hankow in the ordinary course to load tea for Odessa, and she is taking home, as these steamers generally do, some 200 time-exposed sailors, but she is not the best idea of her landing any soldiers at Hankow. At a time when it is most important that there should be close co-operation between all the Powers, sensational reports of separate action by any Power are greatly to be deprecated.

Viceroy Liu of Nanking has sent instructions to the various yamens under his jurisdiction in the Liangkiang provinces to keep careful watch on the conduct of the members of the Tiao Hui or 'Big Knife Society' who are known to abound in the vicinity of Kiangyin, Chinkiang, and up the Grand Canal, including Tsingkiang and Huochow, which is the home of the society. As soon as a suspicious character is arrested and found to be a 'Big Knife man' he is to be summarily decapitated without first referring to Nanking for permission. It would be well here to inform our readers that the Iho Ch'uan has been adopted by Shanghai and northern members as a cover, the Big Knives being too well known as a revolutionary society. The Iho Ch'uan first called themselves 'Iho Ch'uan Hui', but owing to the character 'Hui' a secret society being obnoxious to the Government and more-over prohibited by law, they dropped the ge-

signation 'Hui' at the Empress Dowager's own suggestion, and assumed the character 'Tuan'—militia body—as their suffix to 'Iho Ch'uan.' It will be remembered that the Imperial decree of the 6th inst. confirms this by saying that the Society-men simply trained themselves for self-defence, that is say were changed from 'Hui' to 'Tuan', and therefore innocent of any intention to rebel against the Government.

## RETURN OF H. M. THE KING OF SIAM.

THE ILLNESS OF THE CROWN PRINCE.

His Majesty the King returned to Bangkok on Sunday morning last, coming up from Paknam by special train on account of the *Maha Chulalongkorn* sticking in the mud on the river bank after crossing the bar on Saturday night. She, in company with the *Mahakulrajakuman* and *Muralha* came up river on Monday morning.

His Majesty, we understand, has benefited greatly by his trip. The first news of the illness of H.R.H. the Crown Prince was received whilst the Royal party was at Si Mahachulalongkorn. The information conveyed was almost as meagre as that supplied by Reuters and Dr. Rytter was consulted as to the probable nature of the illness. Telegrams were at once dispatched to England and replies were received stating that, as Dr. Rytter had thought, His Royal Highness had been suffering from peritonitis, and, an abscess having formed, an operation became necessary without any delay. It was happily accomplished very successfully and on Sunday evening the welcome news was received that His Royal Highness was out of all danger. The first intimation of the Crown Prince's illness was received with universal sorrow and many of the enquiries made at the Palace. The news of Sunday evening came to very many as a great relief. H.R.H. the Crown Prince being most thoroughly and deservedly popular with the people.—*Siam Observer*, June 6th.

## ANOTHER INJUSTICE TO IRELAND.

The Irish Bar are really rather greedy. At a meeting held at the Four Courts a resolution was passed protesting against the appointment of the late Master of the Rolls to fill the vacancy among the Lords of Appeal created by the retirement of Lord Morris. The view expressed in the resolution is that the Irish Bench or Bar have acquired a prescriptive right to a representative among the Lords of Appeal in Ordinary. To a mere Englishman it might have seemed that the rapid recognition of Sir Edward Carson's powers as a lawyer—and as a critic—would have justified a departure from previous practice even in the minds of the Irish Bar. The Irish nation as a whole has certainly little cause to complain at the present time of its share of legal appointments. With Lord Ashbourne and Lord Macnaghten in the House of Lords, Lord Justice Collins in the Court of Appeal, Lord Russell as Lord Chief Justice, and Mr. Justice Mathew, most honoured and esteemed among pious judges, any but the most Iberian ideas of the principle of give and take must surely be satisfied. It is strange by the way, to remember that one of the visionary impossibilities in Prael's poem, "Utopia," was that

A clever little Catholic  
Was hearing Scotch appeals.

## HE MIGHT WELL RETIRE.

The senior Queen's Counsel in actual practice is Mr. Samuel Pope, of the Parliament Buildings. He was called to the Bar in 1858 and was made a Q.C. in 1869. He is seventy-four years of age.

## SHIPPING REPORTS.

Capt. H. Bathurst, of the steamship *Hailong*, from Swatow, &c. reports.—Tamsui in Amoy fresh E. wind and heavy rain. Amoy to Swatow strong N.E. winds and clear weather. Swatow to Hongkong moderate E. wind and sea, with clear weather. Vessels in Swatow on the 18th inst.—*Wahai, Wosung, Irene, and Sishan*.

## NOTANDA.

## CALENDAR.

JUNE.  
Meteorological means based on fifteen years' observations to 1893.

Barometer ..... 29.764  
Thermometer ..... 80.7  
Humidity ..... 83.0  
Rainfall ..... 16.496

## TO-DAY.

WEATHER REPORT. On date at 4 p.m. On date at 4 p.m.  
Sun—Rises ..... 5h. 18min.  
Sets ..... 6h. 44min.  
Moon—In Perigee 20h. 45m.  
Moon—In Equinox 3h. 30m.  
High water—Morning ..... 2h. 30min.  
Afternoon ..... 1h. 10min.  
Low water—Morning ..... 6h. 30min.  
Afternoon ..... 5h. 00min.

## TO-DAY.

Tuesday, 19th June, 1900.  
Chinese—23rd of 5th moon of 26th year of Kwang-shi.  
Sun—Rises ..... 5h. 18min.  
Sets ..... 6h. 44min.  
Moon—In Perigee 20h. 45m.  
Moon—In Equinox 3h. 30m.  
High water—Morning ..... 2h. 30min.  
Afternoon ..... 1h. 10min.  
Low water—Morning ..... 6h. 30min.  
Afternoon ..... 5h. 00min.

## TO-MORROW.

Wednesday, 20th June, 1900.  
Chinese—24th of 5th moon of 26th year of Kwang-shi.  
Sun—Rises ..... 5h. 18min.  
Sets ..... 6h. 44min.  
Moon—In Perigee 20h. 45m.  
Moon—In Equinox 3h. 30m.  
High water—Morning ..... 2h. 30min.  
Afternoon ..... 1h. 10min.  
Low water—Morning ..... 6h. 30min.  
Afternoon ..... 5h. 00min.

## ANNIVERSARIES.

1837—Accession of Queen Victoria.  
1867—Russian-America purchased by the United States.  
1891—Attack on mission premises at Hamen city.  
1896—Madagascar declared a French Colony.  
1897—Reign Thanksgiving Day.  
1898—Russia stopped Chinese warships from entering Port Arthur.  
1899—Shanghai: Reports that Italian claims will be allowed to drop.

## AGENDA.

## TO-DAY.

Cargo on *Bayern* subject to rent.  
TO-MORROW.  
C. M. S. N. Co.'s steamer *Chingwa* leaves for London via Manila.  
Noon—C. M. S. N. Co.'s steamer *Menmuir* leaves for Manila (direct).

THURSDAY, 21st.  
4 p.m.—C. M. S. N. Co.'s steamer *Emeralda* leaves for Manila via Amoy.  
4 p.m.—C. N. Co.'s steamer *Kwaiyang* leaves for Cebu and Iloilo.  
5 p.m.—E. & A. S. Co.'s steamer *Australian* leaves for Australia.  
Cargo on *Tristate* subject to rent.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

Indian (*Satusap*) to-morrow.  
English (*Valletta*) 25th inst.  
American (*City of Peking*) 25th inst.  
German (*Stuttgart*) 27th inst.  
German (*Oldenburg*) 27th inst.  
American (*Cadiz*) 4th prox.  
American (*Hongkong*) 12th prox.

The N. G. I. steamer *Bisagno*, left Bombay for this port on the 16th inst., and is due here on or about the 5th July.

The T. K. K. steamer *Hongkong Maru*, with Mails &c., left San Francisco for this port via Honolulu, Yokohama, Iland Sea, Kobe, Nagasaki and Shanghai on the 14th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.  
U.S.S. *Monterey* ..... Kowloon Dock.  
U.S.S. *Oregon* ..... " "  
W. H. Smith ..... " "  
H.M.S. *Hart* ..... " "  
Changsha ..... " "  
Freiburg ..... " "  
Chunyang ..... " "  
America Maru ..... " "  
Goodwin ..... Cosmopolitan  
Tani O'Shanter ..... Aberdeen  
Keong Hui ..... " "

## Shipping.

## ARRIVALS.

HIKOSAN MARU, Japanese steamer, 3,245 T. Hallstrom, 18th June, Kutchinote, 13th June, Coal.—Mitsui Bussan Kaisha.  
EMPRESS OF INDIA, British steamer, 3,003 T. O. P. Marshall, R.N.R., 19th June, Vancouver 28th May, and Shanghai 16th June, Mails and General.—C. P. R. Co.  
HANGCHOW, British steamer, 999 T. Pearce, 19th June, Canton 18th June, General.—Butterfield & Swire.  
CHOWSANG, British str., 1,194 T. G. H. Bowker, 19th June, Canton 18th June, General.—Jardine, Matheson & Co.  
BONAVENTURE, H.M.S. cruiser, 3,000 A. H. Smith-Dorrien, 19th June, Manila 17th June.  
HAILONG, British steamer, 783 T. Bathurst, 19th June, Swatow 18th June, General.—Douglas, Laing & Co.  
KWAISO MARU, Japanese schooner, 628 T. Mase, 19th June, Moji 30th May, Coals.—Master.  
WINGSANG, British steamer, 1,517 T. H. Sellar, 19th June, Shanghai and Swatow 18th June, General.—Jardine, Matheson & Co.  
WAKASA MARU, Japanese steamer, 3,881 T. J. B. MacMillan, 19th June, Singapore 14th June, General.—Nippon Yusen Kaisha.

Clearances at the Harbour Office.

Coptic, British str., for Amoy.  
Pak Kong, British str., for Canton.  
Menmuir, British str., for Manila.  
Asama, British str., for Java.  
Haiting, French str., for Hoihow.  
Chinkiang, British str., for Taiwanfoo.

## Departures.

June 18, *Loony*



## Shipping.

## STEAMERS.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA MANILA.  
THE Company's Steamship"CHINGWU."  
H. Harris, Commander, will be despatched as above TO-MORROW, the 20th instant.  
For Freight, &c., apply to  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 7th June, 1900. [740b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.  
THE Company's Steamship"ESMERALDA."  
Captain Blackland, will be despatched for the above Ports, on THURSDAY, the 21st instant, at 4 P.M.  
This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 13th June, 1900. [753b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS; and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship"AUSTRALIAN."  
Captain Helms, will be despatched as above on THURSDAY, the 21st instant, at 5 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a fully-qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 6th June, 1900. [733b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship"MAIDZURU MARU."  
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 24th instant, at Daylight.  
For Freight or Passage, apply to  
THE MITSUI-BUSSAN KAISHA,  
Agents.  
Hongkong, 18th June, 1900. [45]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship"ANTENOR."  
Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th May, 1900. [643b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.  
THE Company's Steamship"ANPING MARU."  
Captain J. Saito, will be despatched for the above Ports, on WEDNESDAY, the 27th instant, at Daylight.  
For Freight or Passage, apply to  
THE MITSUI-BUSSAN KAISHA,  
Agents.  
Hongkong, 13th June, 1900. [759b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).  
Taking Cargo at London Rates.  
THE Company's Steamship"ULYSSES."  
Captain Brown, will be despatched as above on THURSDAY, the 28th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 18th June, 1900. [780b]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.  
THE Steamship"BENALDER."  
Captain C. K. McIntosh, will be despatched as above on about THURSDAY, the 5th July.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 13th June, 1900. [760b]

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship"ETTRICKDALE."  
will be despatched for the above Port on or about the 6th July, and the S.S. "SIKH" on or about the 13th July. They will be followed by the  
S.S. "AFGHANISTAN."  
For Freight, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 11th June, 1900. [4]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship"MENELAUS."  
Captain Towell, will be despatched as above on TUESDAY, the 19th July.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 4th June, 1900. [725b]SHEWAN, TOMES & CO'S  
"NEW YORK" LINE.FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship"ACARA."  
will be despatched for the above Port on or about the 15th July.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 1st June, 1900. [715b]

## Shipping.

## STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).  
THE Company's Steamship"MENMUIR."  
Captain R. W. Almond, will be despatched as above TO-MORROW, the 20th instant, at Noon.  
The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 10th June, 1900. [745b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAIWANFOO AND SHANGHAI.  
THE Company's Steamship"CHINKIANG."  
Captain Vaughan, will be despatched as above TO-MORROW, the 20th instant, at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 10th June, 1900. [773b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.  
THE Company's Steamship"KWEIYANG."  
Captain Outerbridge, will be despatched as above on THURSDAY, the 21st instant, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th June, 1900. [774b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship"KAIFONG."  
Captain Pennfather, will be despatched as above on MONDAY, the 19th instant, at 4 P.M.  
The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th June, 1900. [775b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship"CHINGTU."  
Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.  
The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 16th June, 1900. [776b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship"STENTOR."  
Captain Jackson, will be despatched as above on TUESDAY, the 24th July.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th June, 1900. [764b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship"STENTOR."  
Captain Jackson, will be despatched as above on TUESDAY, the 24th July.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th June, 1900. [764b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship"STENTOR."  
Captain Jackson, will be despatched as above on TUESDAY, the 24th July.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th June, 1900. [764b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship"STENTOR."  
Captain Jackson, will be despatched as above on TUESDAY, the 24th July.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th June, 1900. [764b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship"STENTOR."  
Captain Jackson, will be despatched as above on TUESDAY, the 24th July.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th June, 1900. [764b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship"STENTOR."  
Captain Jackson, will be despatched as above on TUESDAY, the 24th July.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th June, 1900. [764b]

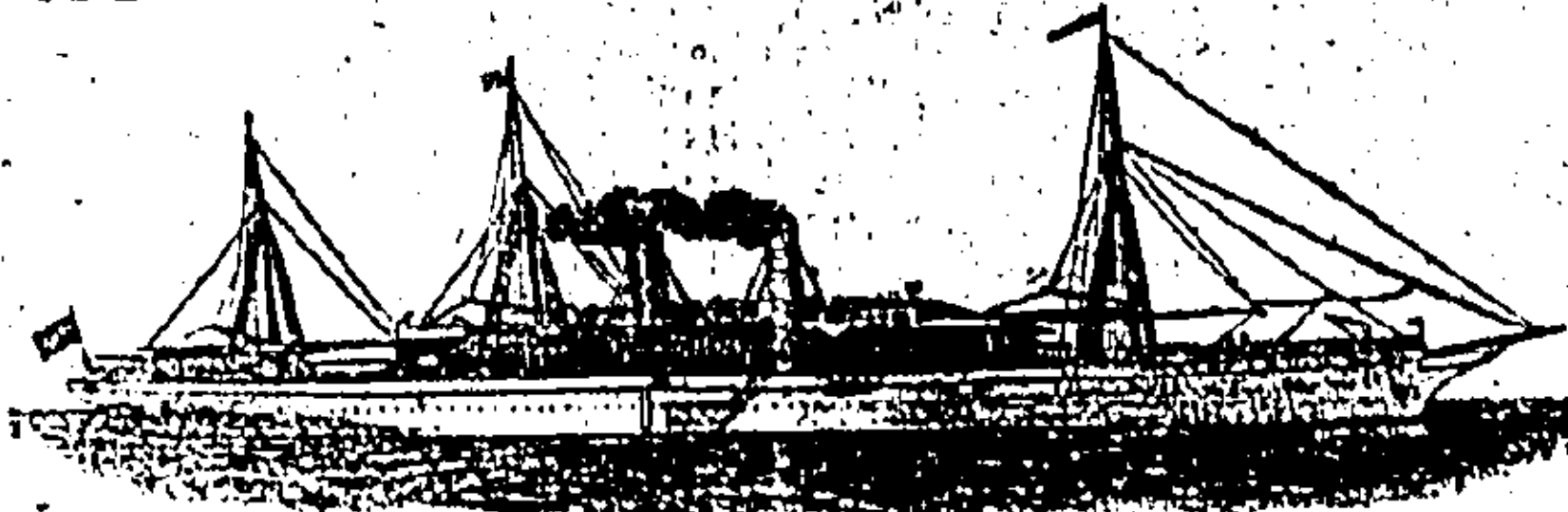
OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship"STENTOR."  
Captain Jackson, will be despatched as above on TUESDAY, the 24th July.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th June, 1900. [764b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship"STENTOR."  
Captain Jackson, will be despatched as above on TUESDAY, the 24th July.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 14th June, 1900. [764b]

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 27th June.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 18th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 8th August.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pall Mall Street. [5]

Hongkong, 6th June, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenogle ..... [3,750] W. Frakes... [July 3]

Queen Adelaide [2,852] F. McNair... [July 25]

Duke of Fife [3,821] J. S. Cox... [July 28]

Victoria [3,592] T. Panton... [Aug. 7]

Also  
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Argyll ..... [2,997] S. Thomson [June 28]

Monmouthshire [2,874] J. Kennedy [Aug. 4]

Brimar ..... [3,601] W. Watt... [Aug. 25]

Argyll ..... [2,997] S. Thomson [Sept. 15]

The attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to  
DODWELL & CO., LIMITED,  
General Agents.  
Hongkong, 14th June, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, AND HONOLULU, THE UNITED STATES, &amp;c.

Thyra ..... [3,812] about [June 30]

Energia ..... [3,177] about [July 31]

Carlisle City ..... [3,002] about [Aug. 20]

Strathgyle ..... [5,023] about [Sept. 13]

THE Steamship

"THYRA,"

will be despatched for MOJI, KOBE, YOKOHAMA, SAN DIEGO &amp; SAN FRANCISCO, on or about SATURDAY, the 30th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan. [28]

Hongkong, 11th June, 1900.

Hongkong, 11th June, 1900.

Hongkong, 11th June, 1900.

Hongkong, 11th June, 1900.

Hongkong, 11th June, 1900.

Hongkong, 11th June, 1900.

Hongkong, 11th June, 1900.

Hongkong, 11th June, 1900.

Hongkong, 11th June, 1900.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU J. B. MacMillan	KOBE and YOKOHAMA	TO-MORROW, 20th June, at 4 P.M.
HIROSHIMA MARU S. Tsuji	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 22nd June, at Noon.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 23rd June, at Noon.
INABA MARU W. Bainbridge	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 29th June, at Daylight.
FUTABA MARU J. Thom	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th June, at 4 P.M.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chancery Road.

A. S. MIHARA,  
Manager.

Hongkong, 18th June, 1900.

[6]

NORDDEUTSCHER  
LLOYD.HAMBURG-AMERIKA  
LINIE.(Freight Service.) (Freight Service.)  
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARMENIA Ostermann	NEW YORK (via SUEZ CANAL).	About 30th June.
SAMBIA G. Schmidt	HAVRE and HAMBURG.	About 2nd July.
WITTENBERG Hennepel	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 17th July.
SAVOIA Jager	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 31st July.
SILESIA Behrens	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 8th August.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & Co.,  
Agents.

27]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Tuesday, 26th June, at Noon.

HONKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Saturday, 21st July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Thursday, 16th Aug., at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 26th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight and Freight apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 2nd June, 1900.

Hongkong, 2nd June, 1900.

Hongkong, 2nd June, 1900.

Hongkong, 2nd June, 1900.

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Hongkong, 2nd June, 1900.

Hongkong, 2nd June, 1900.







## Intimations.

**KANANGA**  
OF JAPAN  
(REGISTERED)  
RIGAUD and Co  
PARIS

**Kananga Water**—the most delightful, fully refreshing Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery  
RIGAUD'S KANANGA EXTRACT.  
RIGAUD'S MELATI ROSE—  
RIGAUD'S ILORA D'AFRIQUE EXTRACT  
RIGAUD'S LILY OF THE VALLEY EXTRACT  
RIGAUD'S YLANGYLANG EXTRACT  
RIGAUD'S BANTAM EXTRACT  
RIGAUD'S JASMINE or Chénille EXTRACT  
9, RUE VIVIENNE, 9, PARIS

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing. Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superior will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1902. 1493

## VISITORS AT THE HONGKONG HOTEL.

Anten, Mr. J. H. Levy, Mr. L. A. R.  
Aitken, Mrs. John Lewis, Mr. A. R.  
Appley, Mrs. G. W. Logan, Mr. James  
Bailey, Mr. W. S. Lohmann, Mr. John  
Bell, Mr. and Mrs. O. Long, Mr. & Mrs. D. M.  
M. D. Lo, Mr. Hy.  
Belin, Mr. F. MacGowan, Mr. R. J.  
Blackburn, Com. R. N. Mallory, Mr. J. S.  
Bonnet, Mr. F. M. Mercenaro, Mr. J.  
Brame, Mr. J. E. C. McCloskey, Mr. T.  
Brooks, Mr. F. McElroy, Mr. J.  
Brown, Mr. J. W. McEwan, Mr. Alex.  
Byron, Capt. J. and Mrs. McEwan, Miss K. M.  
Carter, Mr. H. B. McEwen, Mr. & Mrs. J.  
Clark, Dr. and Mrs. F. Murphy, Mr. E. O.  
Collins, Mr. P. M. Nason, Mrs.  
Dentoch, Mr. R. C. Neill, Mrs. C. W. O.  
Derrick, Mr. E. Nelson, Mr. and Mrs.  
Dick, Mr. J. and infant  
Discombe, Mr. G. M. Neitrop, Mr. Van  
Dorser, Mr. R. H. von Nichols, Mrs. A. J.  
Drum, Miss O'Neill, Mr. J. J.  
Duffner, Mr. A. H. Palmer, Mrs.  
Fisher, Mr. H. G. C. Parritt, Mr. W.  
Genge, Mr. Pratt, Mr. E. S.  
Glass, Mr. D. Robins, Mr. S. J.  
Goddard, Capt. Rosenfeld, Mr. J.  
Grant, Mr. W. Thorold Shaw, Mr. Geo. G.  
Graves, Mr. H. C. Jr. Simmins, Mr. H.  
Griffith, Mrs. L. Smith, Mr. D. A.  
Harris, Mr. F. C. Stafford, Mr. T. C.  
Harford, Capt. T. Stevens, Mr. G. R.  
Hatherley, Mr. & Mrs. Taylor, Mr. J. W.  
Hatherley, Mr. & Mrs. Tommy, Miss Ida  
Hearse, Mrs. and children Tommy, Miss  
Howard, Mr. Thos. Tommy, Mrs. A.  
Joseph, Mr. and Mrs. Townsend, Miss and  
E. S. infant  
Katsch, Mr. E. A. Warfield, Mr. and Mrs.  
Kiene, Mr. and Mrs. F. Weir, Mr. John  
Kinghorn, Mr. C. Whiteley, Mr. W.  
Krell, Mr. E. Whiteley, Miss  
Lara, Mr. and Mrs. Whiteley, Mr. W. J. G.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Anderson, Mr. R. D. Mitchell, Mr. R.  
Beattie, Mr. Andrew Morris, Major & Mrs.  
Bonar, Mr. J. W. C. Newall, Mr. Stuart G.  
Brayne, Mr. H. F. R. Oakley, Miss  
Comrie, Mr. A. F. O'Gorman, Capt. The  
Dewick, Mr. J. S. Pigot, Mrs. Brooke &  
Forbes, Mr. A. child  
Gompertz, Mr. H. H. Pollock, Mr. H. E.  
Graham, Mr. D. M. Reilly, Major C. W.  
Griffin, Major W. W. Scott, Capt. and Mrs.  
R. A. Percy  
Gros, Mr. Edward F. Simpson, Mrs. Cecil  
Hays, Mr. J. and child  
Jeffries, Mr. H. U. Sinclair, Mr. A.  
Johnston, Mr. R. F. Stewart, Mr. F. Murray  
Lee, Mr. J. E. Stokely, Mr. A. P.  
Lemke, Mr. & Mrs. R. Tomlin, Mr. G. L.  
Mackie, Mr. & Mrs. Gordon Watson, Mr. and Mrs.  
Martin, Mr. R. Malcolm

## CHARGEUR.

Anderson, Mrs. A. Law, Mr. & Mrs. D. R.  
Anderson, Miss B. McCarthy, Mr. E. T.  
Anderson, Miss B. McCarthy, Mrs. and  
son  
Benn, Mr. Arthur and Newton, Mr. & Mrs. W.  
family Volpicelli, Consul  
Flynn, R. N. Rev. F. Volpicelli, Madame

## EXCHANGE.

Hongkong, June 19th.  
ON LONDON, Telegraphic Transfer, 111 7/16  
Bank Bills, on demand, 111 1/16  
Credits, 4 months' sight, 111 1/16  
D'cents, 4 months' sight, 2/-  
ON BERLIN, (demand), M. 200  
ON PARIS, Bank Bills, on demand, 240  
Credits, 4 months' sight, 250  
ON NEW YORK, Bank Bills, on demand, 47 1/2  
Credits, 30 days' sight, 48 1/2  
ON BOMBAY, Telegraphic Transfer, 140 1/2  
On demand, 140 1/2  
ON SHANGHAI, Telegraphic Transfer, 140 1/2  
Private 30 days' sight, 7 1/2  
ON YOKOHAMA, T. 30 per cent. prem.  
Sovereigns, Bank's Buying Rate, 10.17  
Gold Leaf 100 touch, per tola, 53.50  
Bar Silver, 27 1/2  
Dollars, 14 per cent. prem.

## OPTUM QUOTATIONS.

Hongkong, June 19th.  
New Patna, 1020 per chest.  
Old Patna, 1080  
New Benares, 1420  
Old Benares, 1420  
New Malwa, 85000 per picul.  
Old Malwa, 87000  
Parsian, paper tied, 85000

## The Share Market.

## LATEST QUOTATIONS.

(June 19th.)

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation, Ltd.	\$125	315 1/2 premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	£27
Do. Founders, Ltd.	£ 1	\$20
<b>Marine Insurance.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$265 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$54 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 165
Yangtze Ins. Assoc. Ltd.	£ 60	\$121
Canton Ins. Office, Ltd.	\$ 50	\$121 buyers
Straits Ins. Co., Ltd.	\$ 20	\$1
<b>Fire Insurance.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$395
China Fire Ins. Co., Ltd.	\$ 20	\$79
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$31
Indo-China Steam Navigation Co., Ltd.	£ 10	\$86
China & Manila S.S. Co., Ltd.	\$ 50	\$100 old cum. n.
Do. Founders, Ltd.	\$ 10	\$65 old ex. n.
Do. Founders, Ltd.	\$ 10	\$18 new issue
Douglas' Steamship Co., Ltd.	\$ 50	\$48
China Mutual S. N. Co., Ltd. (Prefer.)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Deferred)	£ 5	£5
Star Ferry Co., Ltd.	\$ 10	\$18
"Shell" Transport & Trading Co., Ltd.	£100	£310
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$100	\$125
Luzon Sugar Refining Co., Ltd.	\$100	\$37
<b>Mining.</b>		
Panjin Mining Co., Ltd.	\$ 7	\$6.10
Panjin Mining Preference Shares	\$ 1	\$1.30
Société Française des Charbonnages du Tonkin	Fr. 250	\$300
Queen Nicks, Ltd.	25 cts.	\$0.18
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$12
Raub Allain Gold Mining Co., Ltd.	15s. 10d.	\$58
Oliver Freehold Mines, Ltd. A	\$ 5	\$31
Oliver Freehold Mines, Ltd. B	\$ 4	\$2.75
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$0.50
Do. (Preference)	\$ 1	\$0.40
<b>Docks, Wharves and Godowns.</b>		
Hongkong & Whampoa Dock Co., Ltd.	\$125	530 1/2 premium
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$86 1/2
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$56 buyers
New Amoy Dock Co., Ltd.	\$ 6	\$22
<b>Land, Hotels and Buildings.</b>		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.85
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$139
Kowloon Land and Building Co., Ltd.	\$ 30	\$46
West Point Building Co., Ltd.	\$ 50	\$47 1/2
Hongkong Hotel Co., Ltd.	\$ 50	\$124
Humphreys' Estate & Finance Co., Ltd.	\$ 10	\$10.60 buyers
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$37
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 60
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 60
Laau-kung-inow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning & W. Co., Ltd.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	\$21
China-Borneo Co., Ltd.	\$ 15	\$25
A. S. Watson & Co., Limited	\$ 10	\$16
Watkins, Limited	\$ 10	\$10.10
Hongkong Electric Co., Limited	\$ 2	\$2.10
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$170
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
H'kong Ice Co., Ltd.	\$ 25	\$165 buyers
H'kong High-Level Tramway Co., Ltd.	\$100	\$170
Dairy Farm Co., Ltd.	\$ 5	\$81
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos Estimation Agency, Ltd.	£ 1	\$1 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$9
United Asbestos Oriental Agency, Ltd.	\$ 10	\$11
Carmichael & Co., Ltd.	\$ 5	\$5
Tobacco Planting Co., Ltd.	\$ 5	\$5
Tobacco Planting Co., Ltd.	\$ 4	\$4

## BENJAMIN, KELLY &amp; POTTS.

Share Brokers.  
Telegraph Address—"Rialto."  
Telephone No. 148.

## VESSELS IN PORT.

Steamers.	
ALBENGA, German steamer, 2,745, H. Petersen, 17th June, New York via Manila 13th June, General—Carlowitz & Co.	
AMERICA MARU, Japanese steamer, 3,538, P. H. Goring, 16th June, San Francisco 19th June, Honolulu 25th, Yokohama 8th June, Kobe, 9th, Nagasaki 11th, and Shanghai 14th, Mails and General—J. S. Van Buren.	
APENRADE, German steamer, 850, Bendixen, 15th June, Haiphong 12th June, and Hoihow 14th, Rice—Jensen & Co.	
ASAMA, British steamer, 2,671, F. F. Bement, 17th June, Manila 15th June, Ballast—Order.	
BENLOMOND, British steamer, 1,752, Wm. Hutton, 17th June, Singapore 11th June, General—Gibb, Livingston & Co.	
BENMORE, British steamer, 1,938, A. Wallace, 15th June, Saigon 9th June, Rice—Gibb, Livingston & Co.	
BURDON, British steamer, 1,645, Wilson, 13th June, Cardiff 27th April, and Singapore 6th June, Coal—Master.	
CHANGSHA, British steamer, 1,463, T. Moore, 29th May, Sydney 1st May, Thursday 11th, Port Darwin 13th, and Manila 27th, General—Butterfield & Swire.	
CHING WU, British steamer, 2,517, H. C. Harris, 18th June, Singapore and Moji 10th June, General—Jardine, Matheson & Co.	
CIOWTAT, German steamer, 1,115, J. A. Morris, 15th June, Bangkok 6th June, and Swatow 14th, General—Yuen Fat Hong.	
ESMERALDA, British ship, 966, H. Blackland, 18th June, Cebu 14th June, Hainan—Shewan, Tomes & Co.	
FAUSANG, British steamer, 1,410, T. A. Mitchell, 17th June, Hongkong 14th June, Coals—Jardine, Matheson & Co.	
FREIBURG, German steamer, 3,070, Prosch, 12th June, Bremen and Hamburg 12th April, General—Siemssen & Co.	
GERMANIA, German steamer, 1,714, L. Möller, 13th June, Saigon 9th June, Rice—Jensen & Co.	
GOODWIN, British steamer, 2,832, A. Jackson, 4th June, Tacoma, U.S.A. 26th April, General—Dodwell & Co., Ltd.	
HATING, French steamer, 709, Bass, 17th June, Haiphong and Hoihow 16th June, General—A. R. Marty.	
KROONG WAI, German steamer, 1,105, T. W. Groves, 11th June, Bangkok 5th June, Rice and Timber—Butterfield & Swire.	
KWANG LEE, Chinese steamer, 1,502, R. L. Lincoln, 16th June, Shanghai 13th June, General—C. S. N. Co.	
LOOKEA, British steamer, 1,079, G. S. Weigall, 12th June, Hilo 8th June, Sugar—Jardine, Matheson & Co.	
MEMMUIR, British steamer, 1,285, R. W. Almond, 14th June, Manila 11th June, Hemp and Sugar—Shewan, Tomes & Co.	
MERIDIAN, British steamer, 2,248, J. W. Wilson, 13th June, Cardiff 5th April, and Singapore 8th June, Coal—Dodwell & Co., Ltd.	
MILOS, German steamer, 1,694, T. Hille, 10th June, Seattle, U.S.A. 6th May, Flour and Lumber—Order.	
MIN, British steamer, 1,981, H. Gassen, 18th June, Moji 12th June, Coals—Dodwell & Co., Ltd.	
PETRARCH, German steamer, 1,252, H. Uecker, 18th June, Saigon 13th June, Rice—Sander, Wieler & Co.	
PRYKRUSS, British steamer, 2,281, J. Rorison, 18th June, Singapore 12th June, General—Butterfield & Swire.	
SAINT QUENTIN, British steamer, 1,770, J. P. Shabb, 16th June, Barry via Colombo and Lisbon 1st May, Welsh Coal—Order.	
SANDAKAN, German steamer, 1,374, C. Muhle, 14th June, Sandakan 30th May, Timber—Melchers & Co.	
SIAM, Danish steamer, 2,489, P. E. Glahn, 14th June, Singapore 8th June, General—Melchers & Co.	
SIAM, British steamer, 992, H. N. Holton, 17th June, Bangkok via Koh-si-chang 10th June, Rice and Timber—Bradley & Co.	
SUNGKANG, British steamer, 1,021, S. W. Moore, 15th June, Manila 12th June, General—Butterfield & Swire.	
TETARTOS, German steamer, 1,758, T. Desler, 13th June, Saigon 8th June, Rice—Siemssen & Co.	
WITTENBERG, German steamer, 2,366, R. Hempel, 15th June, Hamburg 29th April, and Singapore 9th June, General—Siemssen & Co.	
<b>Sailing Vessels.</b>	
CEDARBANK, British 4-masted bark, 2,619, R. A. Batcher, 3rd June, Berry 1st Jan. Coal—Admiralty.	
ESMERALDA, British schooner, 130, J. T. Harris, 18th April, Guam 13th March, General—Jardine, Matheson & Co.	
FRANZ, Danish bark, 358, Pedersen, 23rd April, Barry 5th Oct., 1899, and Anjer 12th Feb., Coal—E. A. Trading & Co.	
J. B. WALKER, American ship, 2,106, Wallace, 2nd June, Yokohama 5th May, Ballast—Siemssen & Co.	
L. SCHEPP, American ship, 1,673, Chas. S. Kendall, 15th June, Hakodate 6th May, Ballast—Master.	
TAM, O'SHANEY, American ship, 1,432, Ballard, 16th May, New York 6th Jan., Kerosine—Standard Oil Co.	
Wm. H. SMITH, American ship, 1,800, E. C. Colley, 27th Mar., New York 28th Sept., Kerosine Oil—Standard Oil Co.	
<b>HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.</b>	
Hongkong, June 19th, 1900.	
ALACRITY, despatch-vessel, 1,700 tons, 10 6-pd. q. guns, 3,000 h.p., Commander G. G. F. M. Craddock, Taku.	
ALGERINE, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. R. H. J. Stewart, Taku.	
AURORA, British cruiser, 5,600 tons, Capt. E. H. Bayly, Weihaiwei.	
BAFFLE, 1st class battleship, 13,000 tons, 14 guns, 13,613 h.p., Captain G. J. S. Warrender, Taku.	
BONAVENTURE, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 h.p., Commander A. H. Smith-Dorrien, R.N., Hongkong.	
BRISK, British cruiser, 1,770 tons, 6 guns, 2,600 h.p., Commander Sir Bourchier Wrey, Barb, Singapore.	
CENTURION, British flagship, 10,000 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Taku.	
DAPHNE, sloop, 1,140 tons, 8 guns, 2,000 h.p., Com. C. Winnington-Ingram, en route Taku.	
ENDYMION, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Taku.	
ESK, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. C. Chadwick, Shanghai.	
FAME, twin screw, torpedo-boat destroyer, 300 tons, 4,400 h.p., Lieut. Comdr. W. J. Keyes, Taku.	
FIREBRAND, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.	
HANDY, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.	
HARI, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.	

**Hermione**, British cruiser, 3,360 tons, Capt. R. S. D. Cunningham, en route Taku.  
**Hummer**, despatch vessel, 800 h.p., Com. H. J. Davison, Wei-hai-wei.  
**Janus**, torpedo-boat destroyer, Lt. and Comdr. R. G. Corbett, left England.  
**Linnæus**, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Shanghai.  
**Orlando**, British cruiser, 5,600 tons, Capt. J. H. Burke, Taku.  
**Otter**, torpedo-boat destroyer, Lieut. and Com. H. O. Wilkin, D.S.O., Singapore.  
**Peacock**, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. F. R. Goode, Shanghai.  
**Phenix**, British sloop, 1,015 tons, Comdr. R. G. Fraser, Wei-hai-wei.  
**Pigmy**, 1st class gunboat, 750 tons, 6 guns, 1,200 h.p., Lieut. Comdr. J. F. E. Green, Philippines.  
**Pique**, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. F. C. Reynolds, Singapore.  
**Plover**, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. V. de M. Cooper, Hongkong.  
**Redoubt**, British gunboat, 835 tons, Lieut. Com. C. F. Corbett, Hongkong.  
**Robin**, British river-gunboat, 2 guns, Lieut. Com. G. G. Webster, on the West River.  
**Rosario**, British sloop, 980 tons, Capt. C. Hamilton, Hongkong.  
**Sandpiper**, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River.  
**Swift**, gun-vessel, 736 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.  
**Tamar**, receiving ship, 4,600 tons, Comdr. Power, U.B., Hongkong.  
**Terrific**, British cruiser, 14,200 tons, 30 guns, 25,000 h.p., Captain Percy Scott, C.B., en route Taku.  
**Tweed**, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve at Hongkong.  
**Undaunted**, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, en route North.  
**Waterwitch**, surveying vessel, 620 tons, Lieut. Commander W. O. Lyne, Shanghai.  
**Whiting**, twin screw, torpedo-boat destroyer, 300 tons, 6,000 h.p., Lieut. and Comdr. Mackenzie, Taku.  
**Wolver**, coast defence ship, 2,750 tons, 4 guns, 1,100 h.p., Hongkong.  
**Woodcock**, British gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, on the Yangtze.  
**Woodward**, British gunboat, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, on the Yangtze.  
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

## Miscellaneous.

**Liberal**, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.  
**Presidente Sarmineto**, Argentine cruiser, 2,850 tons, Capt. Harbell, Manila.  
**Zaire**, Portuguese gunboat, 600 tons, Captain Fonto, Macao.  
**Zenta**, Austrian cruiser, 2,500 tons, Captain Edward Thoma von Montalmair, Swatow.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

**The Russian Squadron.**  
**Admiral Korniloff**, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
**Aleko**, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.  
**Bobro**, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.  
**Dimitri Donskoy**, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Shiron, at Taku.  
**Gaidamak**, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbenrenikoff, at Taku.  
**Greniatzki**, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhaschew, at Taku.  
**Korietz**, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silman, at Taku.  
**Mandjour**, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.  
**Navarin**, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Venish, at Nagasaki.  
**Nayeznik**, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
**Ovran**, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Caporin, at Nagasaki.  
**Petrovich**, Russian battleship, 12,000 tons, Capt. Grovash, at Japan.  
**Rosia**, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Taku.  
**Rozhny**, Russian cruiser, 1,330 tons, Capt. Komaroff, at Manila.  
**Rurik**, Russian flagship, 10,940 tons, armoured, twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.  
**Stalch**, Russian gunboat, 4 guns, 1,200 h.p., Capt. Haronoff, at Nagasaki.  
**Sissa**, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Taku.  
**Sivouch**, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
**Swarob**, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp. tubes 780 h.p., speed 19.7 knots.  
**Vladimir Monomach**, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.  
**Vorok**, Russian torpedo gunboat, 4 guns, 650 h.p., Comdr. Molchowsky, at Nagasaki.  
**Vsadnik**, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulish, at Taku.  
**Zabijaka**, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.  
(1st and 2nd class.)  
**Forel**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Jantich**, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
**Nargen**, Russian torpedo boat, 85 tons, 4 guns, 220 h.p., 22 knots.  
**Novorostik**, Russian torpedo boat, 87 tons, 4 guns, 2,200 h.p., 22 knots.  
**Podorsnik**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Stik**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Shorpy**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Soolch**, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
**Sterlad**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Strauss**, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
**Sungur**, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

**Borgo**, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes 1,100 h.p., speed 21 knots.  
**Reval**, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp. tubes 780 h.p., speed 22 knots.  
**Usuri**, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
† Flagship of Vice-Admiral Alexeff.  
† Flagship of Rear-Admiral F. Dubossoloff.  
† Flagship of Rear-Admiral Reupoff.

## THE FRENCH SQUADRON.

**Bengali**, and class despatch-boat, Lt. Comdr. De La Croix de Castries, at Haiphong.  
**D'Entrecasteaux**, 1st class cruiser, 8,700 tons, 26 guns, 13,550 h.p., Capt.